

IN THE DRAWINGS

Add Fig. 6.

REMARKS

The abstract has been amended to have only one paragraph.

In response to claim rejections under 35 U.S.C. § 112, Claims 4-8 have been amended to delete "approximately in the range" and "acting".

With regard to the rejection under 37 CFR § 1.83(a), Figure 6 has been added, that figure incorporating the claimed switching arrangement feature wherein the first and second batteries are connected in parallel and to a switch device 5A.

With regard to the rejection under 35 U.S.C. § 102, Yamada teaches an electrical power supply system for a hybrid vehicle. The vehicle includes an electric motor (FIGS. 5, 6) and a transmission device for transmitting energy between the drive wheels, the motor and electrical accessories 13.

The system uses a main battery 41 to power the electric motor and a capacitor. Capacitor 42, with the main battery, forms a power supply for the electric motor and the capacitor 42 does not serve to power the electrical accessories of the vehicle. Moreover, the main battery 41 and the capacitor 42 are not connected via a switch device arranged to switch the current for powering the motor from the main battery to the capacitor and conversely.

The electric motor is powered either by the main battery when the current of the main battery 41 is under a specified value, or by the main battery and the capacitor 42 when the current of the main battery 41 is increased to a value greater than the specified value (as during acceleration).

Consequently, the current for powering the electric motor is not switched from only the main battery to only the capacitor. Therefore, Yamada does not teach all the features of Claim 1.

Please charge any deficiencies or credit any overpayment to
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Respectfully submitted,

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By their attorney

Date

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